

## Questions for Road/Traffic Staff - Aug 15<sup>th</sup> CAN Meeting – Second Avenue Project

These questions have been obtained and submitted from residents and citizens, some directly related to the project and others peripheral but of interest and related.

In determining the need for the current road reconstruction it is likely the following qualifiers would have been identified in a traffic impact study. It can be appreciated that technical terminology such as "level of service" and "capacity indicators" will have to be translated for public consumption.

What is the current traffic volume north and south of Second Avenue (total day count and peak period count – from Donna to Scarlet and Scarlet to Kenwood to Bancroft)? What is projected for the future and from what direction north and south and from what side streets along Second Avenue? How does this relate to level of service parameters etc?

What is the ratio of new residential development traffic to the east of Second Avenue currently using and predicted to use Third Avenue, Leveque and Moonlight Avenue to access the Kingsway by volume as against "choosing" Second Avenue as access to the Kingsway? If Second Avenue was not "upgraded" to five lanes would this make a difference?

What is the volume in and out of Scarlet (total day and peak period count - going right and left)? What is projected for the future? How much of this traffic (by volume percentage and number) goes through to Third Avenue

What is the volume in and out of Kenwood (total day and peak period count – going right and left). What is projected for the future? How much of this traffic (by volume) goes through to Third Avenue?

What is the comparative traffic "backup" in "storage" space on Second Avenue at Scarlet with proposed signaled intersection with two or one traffic lane in each direction when traffic is stopped to allow cross traffic and pedestrian crossing related to the size of both intersection designs, considering there is about 500 metres from Scarlet to Donna and much more in the other direction?

What anticipated length of traffic signal would be required to clear side street and pedestrian traffic and at what frequency for both options?

As no roadway can be built for peak load (rush hour) volumes because of infrastructure requirements and expense what amount of congestion (traffic backup) is considered "tolerable"

What is the actual additional increase of road surface area for the entire development compared to the present road surface area, including the signaled intersection, for both the current proposal and for a two traffic lane (one in each direction) and turning lane proposal?

How close to the residential properties will the proposed road be in actual feet compared to the present road? How close would the two lane (with turning lane) be to the properties compared to now? Give the same figures for the commercial property and the playground? How close will the proposed road be to the dog park?

What are the cost comparisons of the proposed project vs two lane (with center lane) both with signaled intersection, considering the latter would require much less road surface area? What would be the comparison for a one (or two) lane roundabout taking the same factors into consideration including no cost for signaled intersection, but possible additional cost for lighting and signage? What is the approx. cost to maintain signals for an intersection with walk lights.

What is the ratio of through traffic by volume on Second Avenue going left, right and through (continuing down Second Avenue South) at the intersection of Bancroft Drive.

What is the ratio of traffic by volume going east on Bancroft at Second Ave intersection turning north on Second, south on Second and straight ahead.

How much traffic by volume is Kingsway "diverted" traffic using Second Avenue as alternative route? What effect of the completion of Kingsway widening and improvements have on this volume.

Were the environmental impacts (air, water, noise, and safety), taken into consideration and remedies suggested to mitigate?

Could the road way (either as proposed or the two lane (with turning lane) option or a roundabout be "moved" further west using public (cemetery) property to reduce proximity to residential and commercial properties?